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All kinds of Photographs  
Work done in latest styles  
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Developing and Printing for  
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# The China Mail

ESTABLISHED 1845

1918  
**Indian**  
MOTOR CYCLES  
2 h.p. 4 h.p. and 7 h.p.  
ALEX. ROSS & CO.  
Machinery Dept.  
Phone 27.

No. 17,186.

號八十月六年八十壹百九千壹英

HONGKONG, TUESDAY, JUNE 18, 1918.

午戌次歲年七國民華中

PRICE \$3.00 Per Month.

## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 618.



**NOTICE.**  
ANY EUROPEAN Non ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in person at the  
Central Police Station between the hours  
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.  
daily.  
Applicants will be required to produce  
Passports or identification papers. All  
persons, with certain exceptions, who  
remain in the Colony for more than  
7 days are required to register them-  
selves under the REGISTRATION OF  
PERSONS ORDINANCE 1916. Forms of  
Registration giving the particulars  
required may be obtained at the G.P.O.  
and at all Police Stations.  
The Penalty for non compliance is a  
fine not exceeding \$50.

**NORTH BRITISH & MERCANTILE  
INSURANCE CO.**  
WHICH ARE ISSUED THE SHARES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,  
and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

**TOTAL FUNDS AT 31st DECEMBER, 1914,**  
\$23,970,387.  
I—Authorized Capital \$4,000,000.  
Reserve Capital \$4,500,000.  
Fidelity Capital \$2,437,500.  
II—Fire Funds..... 3,837,047.  
III—Life & Annuity Funds..... 17,867,590.  
Sinking Fund Account..... 128,230.  
\$23,970,387.  
Revenue Fire Branch..... \$2,381,466.  
" Life and Annuity..... 2,141,593.  
Revenue Marine Department..... 337,239.  
Other Receipts..... 478,940.  
\$5,339,238.

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.  
**SHEWAN, TOMES & CO.,**  
Agents.

## PEAK TRAMWAYS COMPANY, LIMITED.

**TIME TABLE.**  
**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
**NIGHT CARS.**  
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00  
p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of  
an hour.

**SUNDAYS.**  
7.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

**SATURDAYS.**  
Extra Car at 12 midnight.  
**SPECIAL CARS** by arrangement at the  
Company's Office, ALEXANDRA BUILDING,  
Des Voeux Road Central.  
Season and punch tickets available for  
all cars not already full running at the  
time stated in the Company's time tables,  
but not for special cars, can be obtained  
on application at the Company's Office.  
No Season ticket will be issued until  
payment therefor has been made in Bank  
Notes or by Cheque or Comptroller order  
representing Bank Note.

**JOHN D. HUMPHREYS & SON,**  
General Managers.

**TANG YUK** Director, successor of  
the late **SIEN TING**,  
14, D'ARVILLE STREET.

**TERMS VERY MODERATE**  
Consultation free.

## BUSINESS NOTICES. W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY.  
Steam and Motor Vessels,  
Steel Building Work of every Description,  
Castings, Forgings, Repairs and Supplies.

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT  
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

**HONGKONG-CANTON LINE.**  
Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

**HONGKONG-MACAO LINE.**  
Sailings—To Macao daily at 8 a.m. (Sundays 9 a.m.) and  
2 p.m. (Sundays 1 p.m.).  
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).

Further information may be obtained at the Company's Office, Hotel Mansions,  
or from Messrs. Tans, Cook & Son, Booking Agents, Hongkong.

## WATSON'S PYERIS. REGISTERED.

An exact reproduction of a well-known Spa at half the price.  
Blends perfectly with Spirits, especially Whisky.

"A little learning is a dangerous thing,  
Drink deep or touch not the Pyrian Spring,  
There shallow drafts intoxicate the Brain  
And drinking deeply sobers us again."—*Pope.*

Pints 90 cts. Per Doz.  
Splits 60 " " "

## A. S. WATSON & CO., LTD., AERATED WATER MANUFACTURERS

## "NESTOR" SANITARY FLUID. RELIABLE DISINFECTANT.

Two table spoonsful to a gallon of water for washing floors, &c., is most  
useful for the Destruction of Fleas.  
Per Pint Tin ..... 50 cents.  
Per Gallon Tin ..... \$2.50.

## VICTORIA DISPENSARY, 32, Queen's Road Central. Telephone 288.

## DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS  
**CHANDLER  
HUDSON  
AND  
OVERLAND  
MOTOR  
CARS**  
**DAVIS  
DAVISON  
MOTOR  
CARS**  
TELEPHONE 489.  
COME AND INSPECT  
**BEST CARS IN THE COLONY FOR HIRE.**

## THE HONGKONG ROPE MANUFACTURING Co., Ltd. Established 1883 MANUFACTURERS OF

**PURE Manila ROPE**  
STRAND 1" to 12" CONCENTRIC.  
CABLE LAD 5" to 18" CONCENTRIC S.  
4-STRAND 2" to 10" CONCENTRIC.  
Oil Drilling Cables of any size up to 3,000 feet in length.  
Price, samples and full particulars will be forwarded on application to  
**Shewan, Tomes & Co., General Managers.**  
Hongkong, April 11, 1918.

## BUSINESS NOTICES

**TAIKOO DOCKYARD.**  
BUILDERS OF SHIPS & ENGINES  
OF EVERY DESCRIPTION  
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—  
—OF HONGKONG LTD.— AGENTS—  
—TELEGRAPHIC ADG.— SUTHERLAND & SMITH  
—TAIKOO DOCKYARD—  
—TELEPHONE 1111—

## GREEN ISLAND CEMENT CO., LD. PORTLAND CEMENT

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

## SHEWAN, TOMES & CO. GENERAL MANAGERS

## THE HONGKONG HOTEL AND GRILL ROOM J. H. TAGGART MANAGER

## THE PEAK HOTEL.

1500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of—  
**Mrs. BLAIR.**

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)  
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two shipways and can accommodate any craft  
of 200 feet long.  
Two Offices, 48, Consulate Road Central, Hongkong. Telephone No. 459.  
Shipyard: Sham-Sui Po, Kowloon, Hongkong. Telephone No. 9.  
Estimates furnished on application.  
WONG PING WA, Manager  
Hongkong, April 1, 1912.

## TO THOSE GOING AWAY

Keep in touch with local happenings  
by subscribing to

## "THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.  
ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE  
IT WHILE AWAY.  
FROM \$13 PER ANNUM, DELIVERED POSTAGE.  
CAN BE MAILED TO ANY ADDRESS FROM THE  
"CHINA MAIL OFFICE."

## THE WAR.

## TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

## AUSTRIAN OFFENSIVE ARRESTED. ORIGINAL BRITISH FRONT LINE RE-ESTABLISHED.

HEAVY FIGHTING CONTINUES.  
London, June 16.  
7.55 p.m.  
A British official report from the  
Italian Front states:—  
A pocket of the British Front was  
cleared of the enemy during the  
night and early this morning, and  
we are now re-established on the  
original front line. We took over  
350 prisoners, two mountain guns  
and a considerable number of  
machine-guns.

Early on the 15th, when the attack  
was launched, invaluable assistance  
by infantry and artillery was im-  
mediately provided by the Italian  
on the left, which was largely re-  
sponsible for bringing the Austrian  
infiltration to an immediate halt.  
Heavy fighting continues at many  
places along the Piave, the eastern  
end of the Monte Bello heights and  
across the valley of the Brenta.  
Three further aeroplanes were  
destroyed.

## ENEMY ADMITS LOSS OF CAPTURED TERRITORY. AUSTRIANS CLAIM 10,000 PRISONERS.

PRINCE SCHONBURG  
WOUNDED.  
London, June 16.  
A wireless Austrian official message  
states:—  
We broke in the enemy's lines on  
the plateau of the Seven Communes  
and also crossed the Piave.  
Our prisoners, so far, number  
10,000 Italians, British and French  
and a considerable number of guns.

London, June 17.  
A wireless Austrian official report  
states:—  
We captured the enemy position on  
the Piave and outside the Odergo-  
Treviso Railway on a broad front.  
We took possession of the defen-  
sive works on the eastern edge of  
Montello and penetrated the high  
road.  
Prince Schonburg was wounded by  
a shell.  
We took 10,000 prisoners on the  
Piave and captured 60 guns.  
In our first assault outside the  
Brenta we penetrated the third  
enemy position, capturing 6,000 pri-  
soners.  
We partially maintained our gains.  
The enemy re-captured the  
Ranier-Mountain, to the east of  
the Brenta and forced us to evacuate  
a portion of the capture territory of  
the Seven Communes.  
We captured Dossolgo, near the  
Riva, and stormed Dorno do Cavento,  
in the Adamello region.

## THE FIGHTING IN FRANCE. ENEMY EJECTED FROM A VILLAGE.

London, June 17.  
A French communique states:—  
In the Woivre region the enemy  
this morning obtained a footing in  
the village of Xivry, from where by a  
counter-attack the enemy was driven  
out, losing some prisoners.

## FIGHTING IN AMERICAN SECTOR. ENEMY ATTACKS BROKEN.

London, June 17.  
An American official report states:—  
We repulsed, with severe enemy  
losses, an attack in Woivre, taking  
some prisoners.  
We broke up two attacks in the  
region of Chateau Thierry.  
There was very active reciprocal  
artillery firing in the regions of  
Chateau Thierry and Picardy.

## QUIET ON BRITISH FRONT.

London, June 16.  
Field-Marshal Sir Douglas Haig  
states there is nothing to report.

## ACTIVITY IN THE AIR. ENEMY TARGETS STRAFED.

London, June 16.  
Field-Marshal Sir Douglas Haig  
reporting on aviation, says:—  
We dropped 10 tons of bombs at  
day-time and nine tons at night-time  
on Saturday on targets, including the  
Estaires and Arras railway stations  
and the Bruges locks.  
We brought down three machines,  
and drove down two.  
No British machine is missing.

## SUCCESSFUL BRITISH RAID.

London, June 17.  
Field-Marshal Sir Douglas Haig  
reports:—  
We took a few prisoners in a  
successful raid, eastward of Arras,  
and repulsed an attempted raid in  
the neighbourhood of Grivechy.  
The enemy heavily bombarded our  
positions, north-westward of Albert,  
for a short period during the night.

## GERMAN REPORT.

London, June 16.  
A wireless German official message  
states:—  
We repulsed English local attacks,  
which entered our foremost lines,  
westward of Locon.  
We repulsed enemy attacks at  
Dommeiers and Villers Cotterets.

## TROOPS FROM AMERICA.

ARRIVALS ECLIPSE ALL  
RECORDS.  
London, June 17.  
The Morning Post states the ar-  
rivals of American troops during the  
past few days have eclipsed all re-  
cords, and, considered purely as a  
feat of shipping movements across  
the Atlantic, it is unprecedented in  
mercantile annals.  
The week-end scenes in one port  
were amazing. Ship after ship dis-  
charging their khaki-clad cargo,  
which was immediately whirled away  
in special trains.

## HONGKONG-SINGAPORE GUNNER MENTIONED IN DESPATCHES.

London, June 14.  
The Gazette states that Naik  
Rahmatullah, of the Hongkong  
Singapore Garrison Artillery, has  
been mentioned in despatches by  
General Allenby.

## FRENCH AMBASSADOR TO RUSSIA.

ARRIVES AT MOSCOW.  
Moscow, June 14.  
M. Noulens, the French Ambassa-  
dor, has arrived.  
German propaganda had reported  
that he was dead.

(Continued on Page 2.)



## INTIMATIONS

## DAIRY FARM NEWS.

## JUNKET

Cannot be excelled with tinned or fresh stewed fruit  
**COULOMMIER CHEESE**  
**COTTAGE CHEESE**  
 Nourishing and ideal food  
**DEVONSHIRE CREAM**  
 Can always be had.  
 We supply Junket Tablets on application.

## KING EDWARD HOTEL

## Central Location

ALL KENNEDY TRAM Pass Entrance.  
 Electric Lifts, Fans and Lighting.  
 European Baths and Sanitary Fittings.  
 Hot and Cold Water System throughout.  
 Best of Food and Service.

Telephone 373  
 TELEGRAPHIC ADDRESS:  
 "VICTORIA" J. WITCHELL,  
 Manager.

**VICTORIA CAFE, LTD.**  
 341 Des Voeux Road Central.  
 Telephone No. 5657.

We guarantee the quality of our  
 Bread and Cakes.  
 We use the highest grade of materials  
 in their Manufacture.

## "REGAL"

## RECORDS

- 7312 Another Little Drink  
 (If you were the only Girl.)  
 7302 A Broken Doll  
 (Keep the Kettle Boiling, Mary.)  
 (They didn't believe me)  
 7174 They had to swim back to the  
 Shores.  
 7201 A Perfect Day  
 (Somewhere a Voice.)  
 6945 The Synopated Walk  
 (The Minstrel Parade.)

THE ANDERSON MUSIC  
 CO., LTD.  
 TEL. 1322.

**PATELL & CO.**  
 ORIENTAL PRODUCE  
 EXPORTERS,  
 SILK MERCHANTS,  
 COMMISSION AGENTS.

Agencies in  
 NEW YORK,  
 SAN FRANCISCO, U.S.A.  
 Branches in:  
 CANTON,  
 SHANGHAI,  
 FOKUOKA,  
 BOMBAY.  
 HEAD OFFICE: KING'S BUILDINGS,  
 HONGKONG.

**FOR SALE**  
 YVERT'S  
 POSTAGE STAMP  
 CATALOGUES  
 FOR  
**1918.**

**GRACA & CO.,**  
 No. 10, Wyndham Street,  
 HONGKONG.

## JAPANESE MAKERS.

Every kind of Footwear

**MADE**

TO

**ORDER****CHERRY & CO.**

PRINCE STREET,

Opposite Hongkong Hotel.

Telephone No. 611.

Hongkong, March 22, 1918.

## INTIMATIONS

## WANTED.

SHIPS' SURGEON WANTED im-  
 mediately for voyage to Calcutta.  
 Apply stating terms to—  
 Box No. 2005.  
 C/o "CHINA MAIL" Office.  
 Hongkong, June 17, 1918. 532

## WANTED.

AN ELECTRICAL or MARINE  
 ENGINEER is required as a  
 Shift Engineer at the Generating Station  
 of the HONGKONG ELECTRIC CO.,  
 LTD. Voucher Apply in writing  
 accompanied by details of experience  
 and copies of testimonials to

THE MANAGER,  
 HONGKONG ELECTRIC CO., LTD.,  
 St. George's Buildings.  
 Hongkong, June 5, 1918. 496

## ASAHI BEER



OLD AGENTS:  
**MITSUI BUSSAN KAISHA,**  
 TELEPHONE 220 & 155



## YOUR EYES

SHOULD NOT BE NEGLECTED

At the first symptom  
 of eye strain you should  
 consult us. We test  
 eyes scientifically and fit  
 glasses to individual re-  
 quirements

**CLARK & Co.**  
 OPTICIAN  
 67 QUEEN'S ROAD CENTRAL

HONGKONG &amp; MANILA.

## THE CHINESE OPTICAL CO.

HONGKONG BRANCH

67 QUEEN'S ROAD CENTRAL



The only OPTICAL HOUSE

in Far East

Awarded an Efficiency Diploma

at

Panama-Pacific

International Exposition

SCIENTIFIC EYE EXAMINATION

All sorts of

Lenses and Protection glasses

## "CAPSTAN"



"Capstan" Navy Cut Cigarettes  
 are sold in the following  
 packings:—

Packets of 10 & 20 Cigarettes  
 & in air-tight tins of 50

also  
**MAGNUMS** in air-tight  
 tins of 50 Cigarettes

## BRINGING UP THE GUNS.

## THE CHANGE FROM HORSES TO MOTOR.

Artists still delight to depict guns  
 going into action behind galloping  
 horses, ridden by stern-faced soldiers  
 swinging heavy whips. The fact that  
 teams rarely do gallop when going into  
 action is a detail which can be conceded  
 to artistic license. In reality the horse  
 has lost enormously in the artillery  
 world, and although he is still used and  
 probably will continue to be used for  
 hauling light field pieces, the great ma-  
 jority of the guns of all armies go into  
 position and move from point to point  
 by the aid of petrol tractors.

There is no definite line of demar-  
 cation between horse and motor artillery;  
 but generally all guns of more than 4  
 inch calibre are dependent on petrol for  
 their movements. In certain cases, how-  
 ever, even the ubiquitous 75 mm. guns  
 —a small weapon in these days of  
 heavy armaments—is transported by  
 motor.

So extensive has been the development  
 of motor-hauled artillery that it has  
 been necessary to redesign gun carriages  
 in order to fit them for modern condi-  
 tions. "The modern gun carriage is a  
 development of the automobile chassis.  
 It has automobile type rubber-shod  
 wheels, automobile type axle and steer-  
 ing, and although the springs and frame  
 members are quite special in provide for  
 the great load and the high stresses,  
 they are of the same general design as  
 for motor vehicles. Thus, a carriage has  
 been evolved from which the gun can be  
 towed by the same line providing the  
 greatest facilities for hauling. While  
 well-trained horse artillerymen could  
 give remarkable performances, they are  
 easily beaten in the matter of rapidity  
 by the crews of motor hauled guns.

Obviously a vehicle designed to haul  
 guns must differ considerably from the  
 touring car or the lorry. Not only must  
 it be capable of hauling heavy loads, but  
 it must possess the ability to travel over  
 any kind of country, and get itself and  
 its trailers out of every kind of difficulty.  
 It must matter little to the artillery  
 tractor whether a road surface exists or  
 not.

The three main types of artillery  
 tractors are four-wheel drivers—in which  
 the power is distributed to the front as  
 well as to the rear wheels; the caterpillar  
 or self-track laying tractor; and the rear  
 wheel driver with special driving wheels.  
 The most extensively employed of the  
 latter, the Fiat 70 H.P. tractor, used  
 throughout the Italian artillery service,  
 and also by the French. The tractor,  
 which weighs nearly 8 tons empty and  
 carries a load of 34 tons on its platform,  
 is capable of hauling 100 tons on good  
 level roads and can climb gradients of  
 18 per cent. with 25 tons in tow. Its  
 road speed varies from 1 mile to 8 miles  
 an hour. With such a capacity the  
 Fiat tractor is able to handle the largest  
 guns used in the field, and further has  
 proved itself capable of taking big guns  
 into mountain positions altogether  
 inaccessible to horse teams.

On the Fiat tractor the power is  
 transmitted to the rear wheels through  
 enclosed side chains, the housings of  
 which not only act as guide rods but  
 are sufficiently heavy to carry the  
 weight of the vehicle. If the wheels  
 are of the type with steel hubs and  
 rubber handgrips, while at the rear  
 there are 18 inch diameter steel wheels

of a patented type designed to  
 receive around their circumference an  
 endless steel band. When not in use  
 on the wheels these bands are carried on  
 platforms which form mud-guards  
 alongside the body. Being heavy, they  
 are hauled into this position or lowered  
 to the ground by means of a hand  
 winch. These bands, which are only  
 put on when roads are in very bad  
 condition, or when the tractor has to  
 operate away from made roads, increase  
 the supporting surface and also increase  
 the adhesion. Where a four-wheel  
 drive tractor will spin its wheels and be  
 unable to advance, the Fiat with its  
 patented bands will advance without  
 difficulty. The tractor is fitted at the  
 rear with a powerful winding drum  
 which can be used to haul its own  
 cable. This drum is made use of when the  
 tractor cannot get its trailer or its gun  
 up a hill by direct haulage. Then it  
 climbs alone, unwinds its cable and hauls  
 its load up slowly, but surely.

The engine is a sturdy power plant  
 with four cylinders of 5.15 by 8.5 in.  
 bore and stroke, with a normal speed of  
 1,000 revolutions a minute. There are  
 four speeds and reverse, a differential  
 lock and a very powerful water cooled  
 brake. There is a special device where-  
 by the hand brake can lock either wheel,  
 as desired, thereby facilitating getting  
 round corners on steep mountain roads.  
 The Fiat tractor is at present employed  
 exclusively on strenuous war service.  
 The results obtained in the haulage of  
 artillery in the Alps justify the belief  
 that it will be used extensively after the  
 war in peaceful occupations, particularly  
 in the Colonies and new countries.

The stoppage of the supplies of sea-  
 borne coal in England would, once upon  
 a time, have meant much to the Duke  
 of Richmond. The first duke was the  
 illegitimate son of Charles II. and the  
 Countess of Portsmouth, and the gen-  
 erous father bestowed, with various titles,  
 an income upon his son and his heirs  
 for ever. Derived from one shilling an  
 every ton of coal exported from the Tyne  
 for consumption in England. The tax  
 was paid for a century; then it was con-  
 verted into a pension of £18,000 a year,  
 and ultimately redeemed by the nation  
 for £25,000.

**LOSING WEIGHT  
 BY THE POUND**  
 "Under Weight," a condition  
 of ill-health, shows your assimi-  
 lative powers are decreasing.

**WATERBURY'S  
 METABOLIZED  
 COD LIVER OIL  
 COMPOUND**  
 Supplies the blood with the  
 essential nourishing and healthy  
 flesh building materials. Very  
 palatable.  
 OF ALL CHEMISTS

Price: 1/6 and 3/6

## 12,000 HOUSES AT ONCE.

## SCHEMES FOR FRAMESIDE DEVELOPMENT.

The housing question in relation to  
 the extension of the dock system of the  
 Port of London has been inquired into  
 by a special committee appointed by  
 the Garden Cities and Town Planning  
 Association. In their report the com-  
 mittee recommend the following pro-  
 vision in the immediate future to meet  
 the most pressing needs:—

Houses	Cost
Victory of the over-crowded districts of Stepney, Poplar, and West Ham	5,000
Extra labour in docks (Londoners)	2,000
Ditto (Tilbury)	1,000
Riverside manufacturing	2,000
To replace worn out and insanitary dwellings	2,000
Total	12,000

Arrangements have now been made  
 by the Peak Hotel management for  
 stocking high grade cigars, cigarettes,  
 and in future Peak Residents will be  
 able to obtain fresh goods at the Hotel  
 whether in large or small quantities at  
 regular prices.

M. Escoffier, the famous French chef,  
 who has been awarded the bronze medal  
 for Distinguished War Service, had a  
 curious experience during the war of  
 1910. He was taken prisoner, and on  
 his identity and talent being discovered  
 was told off to cook for the Emperor.  
 With the result that when the war ended  
 every inducement was offered him to  
 remain in the Prussian royal kitchens.

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.R.O. Fifth Edition. Engineering First and Second Editions, Western Union, and Watkin's.

Dock Owners Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

[All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.]

NAME OF DOCK OR SHIP	LENGTH OF KEEL SLUGS	ENTRANCE BREADTH FEET	DEPTH OVER HULL AT ORDINARY SPRING TIDES	RISK OF TIDE SPRINGS	NEAPS
RAVLOON	100	50	12	1	1
No. 1 Dock, Kowloon	100	50	12	1	1
No. 2 Dock, Kowloon	100	50	12	1	1
No. 3 Dock, Kowloon	100	50	12	1	1
Patent Slip, No. 1, Kowloon	100	50	12	1	1
Patent Slip, No. 2, Kowloon	100	50	12	1	1
TAIKOKEI	100	50	12	1	1
Commercial Dock	100	50	12	1	1
ABRAHAM	100	50	12	1	1
Howe Dock	100	50	12	1	1
Leisure Dock	100	50	12	1	1

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MALTED MILK

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 A tablespoonful of the powder dissolved in glass of hot or cold water, or  
 a few tablets dissolved in the mouth, will prevent fatigue & restore energy.  
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Dock Owners Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

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Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.]

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A. B. C. 4th & 5th Editions.  
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### PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

on

THURSDAY,

the 20th June, 1918, at 2.30 p.m.,  
at No. 92, Stewart Terrace, The Peak.

SUNDY

VALUABLE HOUSEHOLD

FURNITURE,

etc., etc., etc.

(Full Particulars from Catalogue).

On view from Wednesday, the 19th,

at 3 p.m.

TERMS:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 13, 1918. 521

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 21st June, 1918, commencing at  
2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

AN ASSORTMENT OF

HOUSEHOLD LINENS, &c.,

Comprising—

Single and Double Plain and  
Embossed Sheets, Pillow Cases, Bed  
Quilts, Table Cloths, Pure Linen Damask  
Serviettes, Bath Sheets, Bath Towels,  
Turkish Towels, Blankets,  
&c., &c., &c.

TERMS:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 17, 1918. 515

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 21st June, 1918, commencing at  
2.30 p.m., at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

AND AN ASSORTMENT OF

USEFUL HOUSEHOLD GOODS,

As follows:—

Arm-chairs and Chesterfield Sofas (new),  
Card Tables, Upholstered Suites, &c.,  
Bedroom Furniture, comprising Double  
Brass and Brass-mounted Bedsteads,  
Teak Twin Bedsteads, Sideboards,  
Dinner Waggon, Extension Dining  
Tables, &c., &c., &c., Crockery,  
Glass Ware, Cooking Stoves, Cutlery,  
Towel Sets, &c., Bath Room Utensils,  
Sundry Electro-Plated Ware.

Electric Reading Lamps, Blackwood  
and Teakwood Screens, Blackwood  
Furniture, including large Blackwood  
Sproon, Side Tables, Chairs, Cabinets, &c.,  
&c., Engravings, Pictures, Kinkens  
and Brass Vases, &c., &c., Tennis Poles  
and Net, Several Carpets new and  
second-hand.

(Full Particulars from Catalogue).

TERMS:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 17, 1918. 518

### PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR,

Supreme Court, to sell by Public

Auction,

on

MONDAY,

the 24th June, 1918, at 11 a.m.,  
at the CENTRAL POLICE STATION,  
180 Bays.

WOLFRAM ORE.

TERMS:—Cash.

HUGHES & HOUGH,

Auctioneers to the Government.

Hongkong, June 17, 1918. 530

## Fretful Babies.

Mrs. John M. Weaver, Blisfield, N.B. writes:—"I can speak very highly of Baby's Own Tablets. I have used them for my children and find they are the best medicine a mother can give her little ones. I would strongly recommend them to all mothers who have fretful babies. Baby's Own Tablets, the Canadian children's remedy, regulates the bowels and stomach; breaks up colds and simple fevers; expels worms; cures vomiting and indigestion and makes everything easy. They are sold by medicine dealers or by mail at 60 cents a vial from the Dr. Williams' Medicine Co., 66 N. Second Street, New York.

## AUCTION.

### PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. DOO CHENG KIT, to sell by Public Auction,

on

MONDAY AND TUESDAY,

the 24th and 25th June, 1918, commencing  
each day at 2.30 p.m. at his premises  
"The Old Post Office Building," Queen's  
Road Central.

A LARGE QUANTITY OF

CHINESE PORCELAINS,

EMBROIDERIES, KAKEMONOS,

IVORY AND JADE CARVINGS,

&c., &c., &c.

Comprising:—

A large variety of 5 and 3 coloured  
Vases, Bowls, Plates and Flower Holders,  
Blue and White Figures, Ginger Jars,  
Buddhas and Wall Plates.

Old Brasses and Bronzes, Pekinese  
Cicisienne, Amber and Porcelain Snuff  
Bottles, Carved Bamboo Ware, Jade-  
stone and Ivory Carvings, etc.

Silk Embroideries, Chinese Water  
Colours, Lacquered Screens, &c., &c., &c.  
(Full Particulars from Catalogue).

On view from Saturday the 15th inst.

TERMS:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 11, 1918. 514

## TO LET

### TO LET.

NO. 4, MORRISON HILL, from  
1st July.

Apply to—

THE TREASURY.

Hongkong, June 5, 1918. 497

### TO LET.

NO. 7, STEWART TERRACE,  
No. 93, THE PEAK.

4-roomed FLAT, No. 38, The Peak.

Apply to—

LINSTEAD & DAVIS.

Hongkong, June 1, 1918. 483

### TO LET.

FURNISHED FLAT in Queen's  
Gardens, from 1st June.

Apply to—

PERCY SMITH, SETH & FLEMING.

Hongkong, May 16, 1918. 427

### TO LET.

A FLAT in Nathan Road, Kowloon.

Four roomed HOUSES in Kowloon.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE

CO., LTD.

Alexandra Buildings.

Hongkong, August 25, 1917.

### TO LET.

NO. 57 THE PEAK, "LUSTLEIGH."

HOUSES on Shamoon, Canton.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, June 1, 1918. 483

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THE BANK OF TAIWAN, LIMITED  
(TAIWAN GINSEK).

Incorporated by Special Imperial  
Charter, 1899.

Capital Subscribed ... Yen 30,000,000  
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ching, Tachung, Tainan, Tawou,  
Tamsui.

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Hankow, Kichiang, Shanghai, Swatow.

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London, Singapore, Soerabaya,  
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Capital and Counties Bank, London,  
and South-Western Bank, Farnham.  
The Bank has Correspondents in the  
Commercial centres of Russia, Man-  
churia, Indo-China, India, Philippine  
Islands, Java, Australia, America and  
elsewhere.

Interest allowed on Current Account.  
Fixed Deposits and Savings Deposits  
at rates which will be quoted on  
application.

N. YANAGITA,  
Manager.

HONGKONG BRANCH:  
1, Des Vaux Road.  
Hongkong, May 1, 1918. 360

## AERIAL WAR

### THE CRUCIAL PHASE.

[By CLAUDE CHARLES WHITE.]

The fine struggle for aerial supremacy has begun, and with its progress we have reason to feel satisfied. The fierce fighting which is taking place, between aircraft more heavily armed than was the case a little time ago, entails of course extremely serious losses; but we now know—so far at any rate as this present phase of the struggle is concerned—that the best British machines exceed in speed, and in the height they attain, anything the Germans send against them; while our best fighting airmen, and those of our gallant ally France, continue to prove that, man for man, they are the superiors of the enemy.

From what may be called the first round of this final struggle one may indeed say truthfully that we have emerged quite well, and that the punishment we have already inflicted on the enemy will be all to our advantage when we reach those periods of even more intense fighting which should come with the summer months.

It must not be forgotten, however, that the Germans realise now very clearly the grave peril in which they will find themselves if they are beaten decisively by air. It may be taken for granted, therefore, that they are redoubling their efforts; and that they are on the look-out specially for any new and better type of fighting craft. It is here, indeed, that we must exercise constant vigilance. Surprise in design are much more likely to be encountered with aircraft than with other weapons of war, seeing that the aircraft is so new, and this means that we must never, at any one moment, rest content with the machines we have, but must strive always for something that is faster and better armed.

Granted that the enemy does not spring any surprises on us in design—and he should find it difficult to do this if we are sufficiently on the alert—then it is by sheer weight of numbers and by fierce and bitter fighting that the Allies will strive for a full command of the air. There will be no hope of gaining this, or of holding it when gained until we have a overwhelming superiority in pilots and machines.

WHAT WE HAVE TO DO.

What we have to do, if we can, is to deal the Germans a real knock-out blow, and this means that we must not only drive them out of the air, but keep them on the ground once we have forced them there—a task impossible of achievement unless we can outnumber them, say, by something like three or four to one. And in this matter of production, of outfitting the enemy till we overwhelm him, the chief factors are now pilots and engines.

With America coming to our aid, and sending us streams of young men who make admirable flyers, a great increase in the number of our pilots should, now present no insuperable difficulties. What is, a far more troublesome matter is to increase with sufficient rapidity the output of high-powered aeroplanes. The engine is the heart of the aeroplane, and it is vital for us, again with the help of America, to produce these high-powered motors in greater quantities than is the case to-day.

No artillery, and, indeed, no other weapon of war, can wield anything like the power that bomb-dropping aircraft have now begun to wield—the power, that is to say, of cutting off at their very source the munitions on which the armies of the enemy depend. Not only do aircraft attack supply trains while these are on their way to the front, but they now fly on till they reach the cities where these supplies are being made, dropping bombs through factory roofs and destroying the machinery and stores which they contain, besides spreading consternation among the workers.

It is obvious that bombing aircraft could end the war in a week if raids could be made ceaselessly, and by a sufficiently large number of machines. If, for example, the communications of an enemy could be broken, and their restoration prevented, and his munition areas bombed so violently that they cease to be productive, then his armies would soon be without food or ammunition. That this stage has not yet been reached is due to the fact that none of the great countries which are at war were sufficiently confident in aircraft as a weapon for attacking land positions to begin early enough in the war anything like an adequate programme of construction. In stead of these powers of the aeroplane being anticipated, as they might have been, it was left for the machine itself, by repeated raids, to prove what it could do, and literally to force action to be taken; and even then such action was, until recently, far from being adequate. It is certainly remarkable that, whereas the bomb-dropping powers of the aeroplane were demonstrated as far back as 1911, three years before the war, we should only now begin to find ourselves, after nearly four years of actual warfare, in anything like a position to deliver effective raids.

So far as this country is concerned, the position is that we are producing aircraft in sufficient numbers to give us a margin over and above the requirements on the battle-front; and with this margin we are now able to decide what results, moral and material, can be obtained from raiding which can be made systematic instead of spasmodic. The crux of the question is whether we shall be able so to profit by this growing power that we shall not merely disorganise temporarily the enemy's war work behind his lines, but attack him so frequently and destructively that this disorganisation becomes permanent.

The answer depends as much on the enemy as on us, and for the reason that neither side can reap the full results of raiding until the flying forces of the enemy have been defeated, and an aerial supremacy gained and held. If you have not inflicted heavy punishment on the enemy and weakened him in numbers the attacks he is able to make on the long-distance raiders which enter his territory may involve the loss of so many machines that, on a balance of results, the advantage is with him rather than with you.

It should be borne in mind that defensive measures, though they will not stop a raid, can, if they are energetic, take a good deal of the sting out of it. To realise this, one has only to picture a raid being made against a munition centre which is undefended. In such a case the pilots could descend so low that every bomb they dropped reached a definite objective. But when a point of attack is well defended by aeroplanes and guns, the raiders may be so harassed, even if they are not brought down, and forced to keep so high, that only a few of their bombs prove effective.

It is necessary to envisage the whole of the operations by air, rather than any specific phase of them. The more enemy machines we can bring down on the battle-front, the fewer he will be able to set aside to defend his munition centres; while the more widespread we can make our raids into the territory behind his lines, the more difficult will be his problem in allocating defending craft, seeing that there will be so many places which are crying for protection.

It is a truism that the side which loses definitely the initiative in war, and is forced into defensive fighting, is well on the way to defeat; and if this is so on land and sea, it is very much more so in the air. Raiding offers a case in point. Once the raiders have been able to come together and start, and are on their way, it requires a very large organisation to cope with them, and even then some of them will usually get through, and a certain amount of damage will be done. But if defence can be turned into offence, as has been our endeavour in the counter-attacks we have made against the aeroplanes in Belgium, where German raiders assemble, then it may be found that a comparatively few bombs, if they hit their mark, will do more in stopping a raid than thousands of defending guns, or squadrons of defending aeroplanes.

DRAWBACKS OF A DEFENSIVE. The point is that while half-a-dozen attacking machines might prevent an enemy squadron from leaving the ground, if they raided them successfully in their sheds, it might take more than a hundred machines to deal with this squadron once it was in the air. In the first case it could be attacked on a definite spot of comparatively small size, while in the second it would have to be sought out, and brought to action, somewhere in the vast area of the sky.

The drawbacks of a defensive are illustrated by the organisation we have been obliged to build up in this country to repel German raiders. If, early in the war, we had been able to provide ourselves with more fighting and bombing aeroplanes, we should not have been forced to this position, but should have been able to prevent, instead of merely to hamper, the assembling of the enemy squadrons in Belgium, and should have been able to add to the giving him so

much to do in defending his own vulnerable points that he would have had very few machines left any, to set aside for long-distance raids into this country.

It one assumes that the Allies will gain sufficient power in the air to inflict upon the enemy a really crushing defeat, and there is now every hope they may, granted that output is still further expedited, then one is justified also in the assumption that air power, employed relentlessly by a force which has gained the ascendancy, will so demoralise the Germans, not only in the war zones, but also in their munition centres—that aiding us enormously in all our other efforts—it will soon bring the enemy to the point of collapse.

## GREATEST PORT IN THE WORLD.

### NEW YORK TO BE IMPROVED.

New York is to be made the greatest port in the world. A programme inaugurated by the Shipping Board has this end in view. Its harbour facilities are to be greatly enlarged for the war period and the same programme has in mind the period of commercial supremacy following the war.

It is expected the shipping which now goes in and out of New York harbour, is but a small portion of that which will pass through the New York gateway when peace has come.

The Shipping Board appointed a commission on port, terminal and harbour improvement. It includes representatives of the Railroad Administration, the War and Navy Departments, and the Shipping interests of the country. It will be headed by Edward F. Carr, director of operations of the Shipping Board.

New York will serve as a model for other ports where improvements will be made. Action by the State of New York recently in appropriating \$250,000 to be spent in connection with the New York and New Jersey Port Commission, will simplify methods of procedure in New York, where the commission will co-operate with this local commission.

The programme calls for municipal and State improvement of all dock facilities. Local appropriations will be more readily made since it follows that ports having facilities will have freight diverted to them.

Improvements will be made in all of the leading ports of the country, on the Atlantic, Gulf and Pacific coasts. They will include improvements made by the Government itself, which will remain the property of the Government. These will include dry docks, 154 of which are to be built in various parts of the country, capable of handling the large ships afloat.

### TERMINALS TO BE ENLARGED.

The part assigned to the railroads is far-reaching. One of the prime objects behind the appointment of the commission is the elimination of all lost motion in transportation. Terminal facilities will be enlarged. It is recognized that the chief cause of railroad congestion is the absence of terminal facilities.

The interest of the Army is involved since it is important it shall have adequate railroads, warehouse and other facilities. Bulkhead facilities will be dealt with. Port facilities will be harmonized so that it will not be necessary for ships to obtain coal in one port, stores in another and a cargo in still a third. Newer methods of handling the coal will be inaugurated.

How very seldom one hears the name of the Generalissimo in France correctly pronounced. Nine Englishmen out of ten pronounce the name as Pock, whereas it should be pronounced Foch. We are reminded of this by the quotation of a couple of lines from "A Niagara of war poetry" which a Canadian journal selects as deserving of some notice "for its old-fashioned excellence." They are:

"We've stopped the Bowche,"  
Said General Foch.

The Home Government has decided to erect a national war museum as a memorial. Sir Alfred Mond, First Commissioner of Works, in an interview, said the museum would be one of the most remarkable buildings in Europe. It would be of huge dimensions. Already 8,000 valuable war mementoes had been presented in addition to a great collection secured by official committees.

## CHAMBERLAIN'S PAIN BALM.

A touch of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, and swellings promptly reduced. In fact, for the household it is just such an essential as every family should be provided with. For sale by all Chemists and Grocers.

## INTIMATIONS

### FOR IMMEDIATE SALE.

## ALKALIES

JUST ARRIVED BIG SHIPMENT INCLUDING AMERICAN CAUSTIC SODA, 75% solid. In iron drums each containing about 700 lbs.

ENGLISH MURIATE OF AMMONIA (sal-ammoniac)  
No. 1 quality: Fine white (powder) 38.5% Ammonium Chloride.  
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ENGLISH SODA ASH 58% dense. In gunny bags or barrels.  
ENGLISH SILICATE OF SODA 175 T.W. In barrels each containing about 800 lbs.

Must be disposed of. Prices Reasonable.

SHING KEE CO. SODA MERCHANTS,  
82, Des Vaux Road West, Hongkong.

## Appropriate, always.

With certain dishes, such as Game, LEA & PERRINS' SAUCE is always appropriate. It is the recognised sauce for such use.

In fact, for everything with which a sauce can be used, LEA & PERRINS' is invariably the BEST. It has a refinement of flavour that suits the most delicate dishes and appeals to the most exacting palates.

*Lea & Perrins*  
The Original & Genuine  
Worcestershire



COLONEL JOHN BULL: "I believe in having plenty of reserves and in getting them in good condition."

JOHNIE WALKER: "You are quite right—that's been our policy since 1820."

JOHNIE WALKER "White Label," 6 years old.  
JOHNIE WALKER "Red Label," 10 years old.  
JOHNIE WALKER "Black Label," 12 years old.

Guaranteed same quality through out the world.

Agents General, CALDBECK, MACGREGOR & CO.  
JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, GLASGOW, SCOTLAND.

## WAI KEE.

FLAG & SAILMAKER,  
No. 129, Des Vaux Road Central,  
1st Floor,  
HONGKONG.

Telephone No. 1833.







## TELEGRAMS.

(Continued from Page 1.)

## "PARLIAMENT OF MAN."

MR. G. BARNES ON A LEAGUE OF NATIONS.

## THE INCLUSION OF GERMANY.

LONDON, June 16.

Mr. George Barnes, who is a member of the War Cabinet, speaking at Dartford and referring to his proposed Conference with the Allies for the purpose of inaugurating a League of Nations, said the only way to obtain lasting and just peace was through a League of Nations. Although an indispensable preliminary was the defeat of the German attempt to dominate Europe, a beginning should be made before the war ends. Otherwise, in the first flush of peace, the world would fall through sheer exhaustion, to make provision for the maintenance of peace. The League should bind all Powers to submit their disputes to a Tribunal, and should use an economic boycott and, in the last resort, international force against any Power breaking the peace in future. The inclusion of Germany should later be insisted on.

Mr. Barnes advocated a reduction of armaments and the elimination of private profits in their manufacture and urged, as a practical proposal, an immediate Inter-Allied Conference with representatives of organized Democracy and also Government representatives to discuss the terms. The idea was an extended application of the principle at present binding the elements of the British Empire, and the agreement should be a common defensive Treaty for arbitration and the pooling of the resources of the Allies for the coming peace reconstruction.

He believed that if Germany was faced with such an accomplished fact it would induce her to reconsider the position and stimulate the German people to throw off their taskmasters. He foreshadowed that this Supreme War Council would be an embryonic "Parliament of Man," as the Imperial War Cabinet will prove to be the germ of the representative authority which will manage the affairs of the Empire.

## AUSTRALIA AND THE WAR.

WILL NOT FALTER SAYS MR. HUGHES.

LONDON, June 16.

Continuing the interview, the first portion of which was culled yesterday, the Rt. Hon. W. M. Hughes said Australia has paid and is still paying the price of liberty. She will not falter and is in the war to the end. "We have suffered in Australia, as elsewhere, from the effects of insidious German propaganda, which is being manifest as pacifism and otherwise. We have men whose hatred of England blinds them to all else; caring nothing for Australia or liberty, as long as they can strike a blow at the heart of England, but these men are in the minority."

As regards New Guinea and other islands in the vicinity, Mr. Hughes said it was essential that Australia should control them or that they be handed to a friendly civilized nation, as they stood in the same relation to Australia as Amiens to Paris or Calais to England. Although not wanting to extend its sphere of territorial authority, Australia is determined that what she has she will hold and therefore stood committed to the policy of the Monroe Doctrine in the Pacific.

## AFFAIRS IN RUSSIA.

## CAUCASUS DIET DISSOLVED.

Moscow, June 2.

In consequence of the Government crisis and the increasing energy of the Turkish offensive, the Caucasus Diet has declared itself dissolved and the Republic no longer in existence.

## GEORGIA DECLARED INDEPENDENT.

Moscow, June 2.

Turkey has proclaimed the independence of Georgia.

## THE SILVER MARKET.

London, June 14.

The Silver Market is quiet.

## TURKISH OFFENSIVE NEAR BAKU.

Moscow, June 2.

The Turks have launched a strong offensive near Lake Baku.

## DISSATISFIED PETROGRAD WORKERS.

## STRIKE THREATENED.

Moscow, June 2.

A general assembly of factory and workshop delegates at Petrograd has ordered the workers to go on strike as a protest against the policy of the Soviet Government.

## THE GERMAN PERIL IN SOUTH AFRICA.

## LAND MINISTER'S WARNING.

CAPE TOWN, June 17.

The Hon. Col. H. Mentz, Minister of Lands, said the Government apprehended the attitude of some of the labour leaders who had shown a sense of responsibility in the present anxious time; yet there were some who were trying to cause trouble by underhand work. Col. Mentz affirmed that Bolshevism was rife in Witwatersrand and played a greater part than the majority imagined. He warned his hearers, especially the loyal labourers, against its evil influences and said the day the extremists came into power, South Africa's sun would begin to set. The only alternative to a British connection was a German connection.

Proceeding, Col. Mentz said he challenged the strongest Republican to say he favoured German rule, yet the Republicans were driving in that direction. They said no Germans would ever take South Africa. (Laughter.) Of course, the Germans are too noble to take our gold mines if they had the chance. (Loud laughter.) The fact that some people were opposed to recruiting and some tried to restrain Ministers of religion burying an African who had fallen on the field of honour was all part of the German movement, started years ago. People should beware lest South Africa become a German colony. It was either the present union of the Constitution or slavery under German rule.

Col. Mentz appealed for the unloading of the land for the benefit of returned soldiers.

## THE WEEKLY SILVER REPORT.

## SCARCITY OF SILVER ON CONTINENT.

LONDON, June 18.

Messrs. Samuel, Montagu & Co., in their Weekly Silver Report, say:—The price is unchanged and the tone continues good, especially since Shanghai exchange has risen to a point closely approximating that at which silver purchases for China might become profitable.

The report that silver coin is being melted down in Holland for use industrially suggests a scarcity of silver on the Continent.

## EARLIER TELEGRAMS.

## THE GREAT BATTLE IN ITALY.

## INTENSE ARTILLERY FIGHTING.

## ENEMY'S PREPARATIONS ANTICIPATED.

LONDON, June 16.

An Italian communiqué says:—A great battle has been in progress since Saturday. The enemy's masses of infantry began their expected offensive against the eastern sector of Asiago Plateau, the end of Brenta Valley and Mt. Grappa. They also attempted to force the Piave and carried out heavy local actions on the remainder of the front. Our own and the Allied barrage anticipated the enemy's preparation with a deadly counter-bombardment and our infantry sustained the onslaught in the advanced defensive area.

The enemy attacked most intensely on a 150 kilometre front, the initial rush occupying a few front line positions in the Monte-di. Valbella and Asolo area, also the head of the Mt. Solarolo salient. Some of the enemy crossed the Piave in the Nervosa and Fagare mule areas.

We energetically counter-attacked all along the front. We succeeded in holding the powerful pressure and regained a good portion of the positions which we temporarily yielded although isolated detachments with great valour, continued to remain in some of all costs.

The violence of the struggle was undiminished during the night. We are firmly holding the front of Asiago Plateau and completely re-occupied the original positions on the Asolo and Solarolo salients, pressing very closely the enemy which crossed the Piave.

We have taken 5,000 prisoners so far including 49 officers.

Our own Allied airmen are taking a strong part in the battle, bombarding the crossing of the Piave and machine-gunning the enemy's masses. We brought down 31 aeroplanes.

## REPORT BY SUPREME COMMAND.

ROME, June 15.

Signor Orlando informed the Senate and Chamber that the Supreme Command at eight in the evening of June 15, had reported as follows:—The battle continues to be very violent. The enemy pressure remains equally strong at all points on the front of attack, namely from Asiago Plateau to the sea. Our resistance has always been very strong and does not allow the enemy to pass the lines of the greatest resistance, and the battle still proceeds on the first line with fluctuations. We made numerous counter-attacks some of which were successful in re-establishing the original situation.

## AUSTRIAN OFFENSIVE NOT ALTOGETHER A SUCCESS.

LONDON, June 16.

Reuter's correspondent with the British army in Italy, writing yesterday evening says: The first day of the Austrian offensive cannot be said, from his point of view to have been altogether a success. On the British front, at any rate, he did not make much progress. It is true that, attacking along the railway from Asiago towards Cusiano, he succeeded temporarily in creating a small salient in our line and even took a battery of guns which we have since re-captured. This short-lived success was only attained by an attack of a whole division in depth up a depression where they were invisible until the last moment. The net result of the day, as far as the British front is concerned, is that we hold our old line practically entirely and have taken 200 prisoners, while the French captured 180 prisoners.

## IN FRANCE.

## SUCCESSFUL OPERATION NORTH OF BETHUNE.

## NEW PHASE OF OPEN WARFARE.

LONDON, June 16.

Reuter's correspondent at British Headquarters, writing on June 16, describing the successful operation north of Bethune on the night of June 14 mentioned in the communiqué says: The attack was pushed to a depth of 500 yards and materially increased the security of our line. It was extremely carefully rehearsed and was preceded by a brief bombardment. On the left, the enemy determinedly resisted and the Gordons and the Suffolks, to whom the flank was entrusted, found their work cut out for them. In the darkness some of the enemy's machine-gun nests were overlooked and caused trouble before they were located and wiped out. Fighting proceeded throughout the night. A German gunner declared his whereabouts by opening fire and a cautious outflanking of the new "nest" had to be begun. This clearing of ground in the dark initiated a new phase of open warfare. The prisoners taken belonged to the 18th Reserve Division which took part in the first Battle of the Somme and in the recent fighting and suffered very heavy casualties. It was one of the first to enter Belgium and its records are stained with the crimes at Termonde and Louvain.

## LOCAL ACTIONS.

LONDON, June 16.  
A French communiqué says:—Local actions north-east of Bois-de-Genlis south of Dammard and in the region of Vind enabled us to capture 70 prisoners and machine-guns. An enemy attempt to cross the Mats at its junction with the Oise failed under our fire.

## RUSSIAN AFFAIRS.

## ANTI-BOLSHEVIK LEADER DEAD.

LONDON, June 16.  
A message from Moscow, dated June 5, states that after being driven back from Penda the Czech-Slovak advanced as far as Syren and took possession of the great railway bridge across the Vozna, which is the principal artery of the Trans-Siberian communications. Pleshchinsk, the anti-Bolshevik leader, has died in Finland.

## JAPANESE RED CROSS MISSION.

TOKYO, June 16.

The Red Cross Mission to the Allies, headed by Prince Tokugawa, has left for America.

## BRITISH MISSION TO CHILE.

## EXCELLENT IMPRESSION CREATED.

Buenos Aires, June 16.  
The visit of the British Mission under Sir Maurice de Bunsen, which is now proceeding to Chile, has made an excellent impression, destroying everywhere the effects of Germanophile propaganda.

## SAFE, SURE, ALWAYS CURES.

Do not suffer from cramp colic or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy does the right job and gives immediate relief. You cannot afford to be without it! For sale by all chemists and druggists.

## HOME POLICY DURING WAR.

## COMMITTEE OF MINISTERS FOR EXAMINING LEGISLATIVE MEASURES.

LONDON, June 15.

The Daily Mail says a Committee of Ministers with Sir George Cave (Home Secretary) as Chairman will be appointed to examine the details of legislative measures affecting Home policy during the war. The heads of the principal Government Departments will serve on this Committee, which will not have the title nor the functions of a cabinet, and will meet once a week. Its decisions will be submitted for approval to the War Cabinet.

A second Committee will be established to deal specially with economic and commercial questions. Sir Albert Stanley (President of the Board of Trade) will probably be the Chairman.

## TRADE COMMITTEES REPORT.

## RECOMMEND IMPOSITION OF SURTAX ON ENEMY PRODUCTS.

LONDON, June 14.

The Departmental Committee on the electrical trades has presented a report to Parliament. It says that startling evidence had been submitted showing the manner in which German or American control had been secured in existing companies in British dominions and recommends legislation on the subject. It is suggested that India and the Dominions take stock of the facilities for generating electricity whether from water-power, coal, oil or other resources of energy and should appreciate their growing importance to the Empire.

The Committee urges that electrical supply ought to be considered as a matter of Imperial importance and the Empire's resources for this supply should not pass into alien hands.

The Engineering Committee report recommends that all the Allies impose a surtax against products of present enemy countries subject to progressive diminution, and that for three years after the war, no conference arrangement be permitted between British shipowners and present enemies.

## EXCHANGE OF GERMAN COLONIAL PRISONERS.

AMSTERDAM, June 15.

In the Reichstag, replying to a question regarding the exchange of German colonial prisoners, Herr Krieger said it was a disgrace to keep prisoners in the tropics. A considerable number of such prisoners, whose health had suffered were allowed after long negotiations to be repatriated or interned in a neutral country and a speedy return of Germans in Belgian hands in Africa was expected. Negotiations were now pending with Great Britain for the liberation of civilian prisoners, including colonial Germans both in Great Britain and overseas.

## DEPORTATION OF GERMANS FROM CHINA.

## GERMAN THREAT OF SEVEREST REPRISALS.

AMSTERDAM, June 15.

A message from Berlin states that in the Reichstag, replying to a question regarding the deportation of Germans from China to Australia, Herr Krieger, on behalf of the Foreign Office, said the German Government had taken most emphatic steps against such a measure and threatened the severest reprisals. He said the Dutch Minister at Peking recently reported that the danger of the deportation of Germans was now removed.

## BRITISH LABOUR CONFERENCE.

AMSTERDAM, June 16.

A Vienna telegram states that before going to the British Labour Conference in England on June 26 the Dutch Socialist leader, M. Troelstra, has been invited by the Austrian and German Socialists to confer at The Hague, whether the Austro-German Socialist Delegates, Seitz and Ellenbogen, are accordingly proceeding.

## AUTOMOBILE CLUBS.

At the annual general meeting of the

Singapore Automobile Club the Chairman pointed out that the membership of the Club was small in comparison with the number of cars owned privately in the Southern Settlement. The Automobile Club of Ceylon, in an endeavour to popularise the Club and to increase its scope of usefulness, appointed a sub-committee to report, and its main findings are that the Club should employ a larger number of scouts, appoint Honorary Agents to superintend the work of these scouts and obtain new members, and to erect signposts and signposts at dangerous crossings and corners, etc. It has been found necessary to recommend the raising of the subscription from £10 to £20, but it is pointed out that if this is agreed to, and motorists support the Club, it will become a living entity and a powerful corporation supporting the rights of motorists. The Committee recognises, says a contemporary, that the present is an unfortunate time to recommend the raising of subscriptions, while with the petrol regulations in progress, motoring in its wider sense for the time being, may be said to be dead in Ceylon.

## AMERICAN CABLES.

[NAVY COMMUNICATION CABLES TO MANILA.]

## LAUNCHINGS IN MAY.

WASHINGTON, June 9.

The Shipping Board has announced that 71 vessels aggregating 344,450 tons were launched in May, which is at the rate of 4,134,400 tons a year. This is a new record for launchings and the same month made a new record for deliveries. Thirty nine steel ships aggregating 228,750 tons, and 22 wood ships, 115,700 tons, were launched being 26 more than in April. The total May tonnage is but 57,886 less than the total American launchings for the entire year of 1901, which held the record for America previous to the war.

## 15 VESSELS SUNK.

LONDON, June 9.

German submarines have sunk a total of 15 vessels in American territorial waters. No transports were sunk.

## CONVOYS ASSIST COAST SHIPPING.

New York, June 10.

Navy convoys are being organized for the protection of coastal shipping against German submarines supposed to be lurking in Atlantic waters.

## ANOTHER DOUBLE LAUNCHING OF DESTROYERS.

AN ATLANTIC PORT, June 10.

Two destroyers were launched here today simultaneously. This is the second double launching of destroyers at this shipyard within a month.

## AMERICAN LIBERTY MOTORS SUCCESSFUL.

WASHINGTON, June 10.

Ambassador Earl Reading has received a London cable saying:—The "British Technical News" reports that the new American Liberty Motors have now been subjected to sufficient air experiment to warrant confidence. The excellent results have placed the engine in the first line of high-powered engines. The United States should develop production with every confidence.

The United States factories where the Liberty Motors are being made are already attaining quantity production.

## ANOTHER GERMAN CAMOUFLAGE.

## KAISER'S YACHT CUP DECEPTIVE.

New York, June 10.

The famous "Kaiser's Cup" given by the Kaiser at a dinner in 1905 in honour of the Americans who won the Ocean Yacht Race, has proved to be a bait with a plating of gold, instead of solid gold as it was supposed to be. Its actual value is \$40, but it has been repeatedly auctioned, adding \$125,000 to the Red Cross funds.

## BIG BATCH OF STONE SHIPS.

WASHINGTON, June 10.

The United States Shipping Board states that concrete ship construction will be adopted by five branches of the Government. The efficiency of this type of ship is considered as proved. Ships of 288,500 tons net cargo capacity have been decided upon as the first big order in "concrete."

The statement says, "the only limit to production of this type of ships will be that of the machinery and equipment available."

## A PACIFIC PORT, June 10.

The United States Shipping Board has officially designated a site offered at this city for the construction of the first \$10,000,000 concrete shipyard, this being one out of the five Congress has authorized. Two cities joined in the virtual gift of a large tract for the site. Surveys started to-day. The pouring of the first ship is expected to begin within 30 days. There will be 12 ways at first and 20 when the plant as a whole shall be completed, employing a force of 5,000 men.

The first ships to be built will be of 7,500 tons each, which is 2,500 tons larger than the first concrete ship built. The Pacific builders will support the work.

## 40 MORE CONCRETE SHIPS.

WASHINGTON, June 12.

The United States Shipping Board has arranged for the immediate construction of 40 concrete ships of 7,500 tons each. The work is to be done at five Government yards, each of which gets eight concrete ships to build. One Pacific yard is already operating. One Atlantic yard is near completion. The work on three others is being rushed.

## \$1,761,710,000 FOR MERCHANT MARINE.

WASHINGTON, June 12.

The Appropriations Committee of the House of Representatives has recommended a Bill providing \$1,761,710,000 for a United States Merchant Marine. More than \$1,000,000,000 additional will be made available from the Government's operation of merchant ships. The Bill provides \$1,438,461,000 for building ships for the United States, \$250,000,000 for building ships abroad, \$87,000,000 for establishing yards and \$86,000,000 for operating ships previously acquired.

FOR CARS on HIRE Experienced Chauffeurs and Expert Mechanics.

A Large Number of New and Comfortable Cars Always in Readiness.

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MERCURY GARAGE CO., 59-61 Des Voeux Road Central.

Arrangements for Special Occasions

OTHERS LOOK THE SAME

"MALTHOID"

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EVERYDAY! EVERYWHERE!

A Mineral Roofing! Laid by our experts! Guaranteed right!

Free particulars from

BRADLEY & Co., Ltd. HONGKONG.

## HONGKONG ST. GEORGE'S DAY DRAWING OF WAR BONDS.

THE DRAWING will take place in the THEATRE ROYAL, CITY HALL, on FRIDAY, 21st June, at 4 p.m.

100,000 tickets have been issued, 96,000 have been sold (for division of prizes see separate advertisement).

The following numbers have not been sold:—10960/11899, 11120/11139, 80820/80959, 85757/85899, 95443/99999.

In the event of any of these unsold tickets being drawn against any prize, the number of the ticket will be treated as void and another number will be drawn immediately.

No ticket having drawn a prize will be eligible to draw another prize. If any ticket number comes out twice, it will be treated the second time as void and another number will be drawn immediately.

Admission free to the Theatre. The stage will be reserved for the Officials conducting the drawing.

BY ORDER OF THE COMMITTEE.

HONGKONG, 18th June, 1918.

## HONGKONG ST. GEORGE'S DAY DRAWING OF WAR BONDS.

NOTICE IS HEREBY GIVEN that out of 100,000 tickets issued, 96,000 have been sold.

The resulting amount will be dealt with as follows:—

96,000 tickets at \$5 each	\$ 480,000
Less estimated expenses	10,000
Total for distribution	\$ 470,000
25% is given to War Charities	117,500
Leaving for distribution in prizes	\$ 352,500

The Prizes will be as follows:—

Prize No.	Amount	Total
1	\$176,250	\$176,250
2	52,875	52,875
3	35,250	35,250
4-5	10,000	20,000
6-7	7,500	15,000
8-9	5,000	10,000
10-11	2,500	5,000
12-16	2,000	10,000
17-22	1,000	6,000
23-31	700	6,000
32-43	400	4,200
44-57	300	4,200
58-80	200	4,600
81-102	100	2,200
103	25	25
103 prizes totalling		\$ 352,500

Winning tickets should be presented at the Hongkong & Shanghai Banking Corporation, Hongkong, during business hours.

BY ORDER OF THE COMMITTEE.

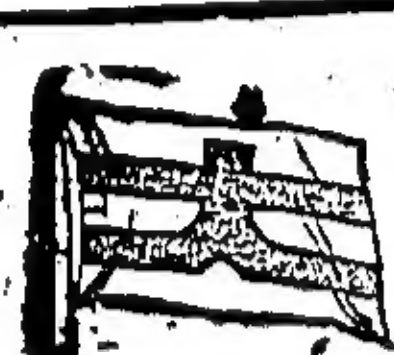
HONGKONG, 18th June, 1918.



## SHIPPING

## P. &amp; O. S. N. Co.

**ROYAL MAIL SERVICE.**  
 WILL dispatch VESSELS to the Undermentioned PORTS  
 LONDON AND BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT  
 SAID AND MARSEILLES.  
 SHANGHAI, MOJI AND KOBE.  
 LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID  
 AND MARSEILLES.  
 SHANGHAI, MOJI, KOBE AND YOKOHAMA.  
 LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT  
 SAID AND MARSEILLES.  
 Wireless on all steamers. Return tickets at a fare and a-half available to  
 Europe for two years, or Intermediate Ports for six months. Round-the-world and  
 through tickets to New York at Special Rates.  
 For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING  
 Etc. apply to:—  
 P. & O. S. N. Co.'s Office, P. L. KNIGHT,  
 Acting Superintendent.

O. S. K.  
OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS  
 FROM HONGKONG.  
 (SUBJECT TO ALTERATION).

**MARSEILLES LINE**—Monthly service via Singapore and Port Said.  
**NORTH AMERICAN LINE**—Regular fortnightly services between  
 Hongkong and Puget Sound Ports touching at intermediate Ports in Japan.  
 "CANADA MARU".....Wednesday, 26th June, at 3 p.m.  
 "MANILA MARU".....Wednesday, 17th July, at 3 p.m.  
**SOUTH AMERICAN LINE**—Every two months the steamer proceed-  
 ing to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Marinduque,  
 Davao and Cape Town.  
**BOMBAY LINE**—Regular fortnightly service for Bombay calling at  
 Singapore and Colombo.  
**JAVA LINE**—Monthly service for Batavia, Sourabaya and Samarang.  
**AUSTRALIAN LINE**—Monthly service between Japan and Melbourne,  
 calling at Auckland, N.Z., Sydney and Melbourne.  
**FORMOSAN LINE**—The steamer will arrive at and depart from the  
 SOON YIP WHARF, near the Harbour Office and while the steamer is  
 alongside the Wharf Telephone No. 78 will be fixed.  
 TAMSUI and KEELUNG via SWATOW and AMOY.  
 "KALU MARU".....Sunday, 23rd June at Noon.  
 "TAKAO" via SWATOW and AMOY.  
 "SOSEU MARU".....Thursday, 20th June at 8 a.m.  
 FOR SAILING DATES AND FURTHER PARTICULARS PLEASE  
 APPLY TO  
 K. YAMASAKI, Manager,  
 No. 1, Queen's Building.

## JAVA-SAN FRANCISCO

VIA SINGAPORE, HONGKONG, JAPAN AND HONOLULU  
 and vice versa, Joint Service of the  
 "NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.  
 Next departures from HONGKONG:

STEAMERS	Tons	Sails
YONDEL	10,000	30th June, at Noon.
RINDJANI	8,000	13th July, at Noon.
GROTIUS	10,000	26th July.
ORANJE	8,000	8th August.

These superior passenger-steamers have excellent accommodation for first  
 and second class saloon passengers.

For further particulars apply to: JAVACHINA-JAPAN LINES,  
 Agents.

TELEPHONE 1274-1275-1276.

OCEAN TRANSPORT CO., LTD.  
(TAIYO KAIUN KAISHA).

Regular Service of Steamers to PACIFIC COAST.

For BATAVIA and SOERABAYA.

S.S. NICHIEI MARU.....about end June.

For SEATTLE.

S.S. TENKAI MARU.....about 25th July.

For Space and Particulars apply to:—

DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
 with transhipment at CALCUTTA, in conjunction with the  
 INDO-CHINA STEAM NAVIGATION CO., LTD.  
 AND APCAR LINE.

Sailings from Hongkong.

Steamers from Hongkong	on or about	Connecting at Calcutta with	On or about
A steamer	Shortly	—	—

For freight and further particulars apply to  
 DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,  
 Batavia, Samarang and Sourabaya.

Sails on or about

For Sailing dates, Freight, etc. apply to

DODWELL & CO., LTD., Agents.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR MANILA, CEBU & ILOILO.....June 19, at 5 p.m.  
 SHANGHAI.....June 20, at 4 p.m.  
 SHANGHAI.....June 22, at 3 p.m.  
 CHEFOO & TIENTSIN.....June 26, at Noon.  
 SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent  
 Saloon accommodation. Amplest facilities for Light and Fans in Saloon and  
 State-rooms. Regular schedule service between Canton, Hongkong and Shanghai,  
 taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
 Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at  
 Woosung. For Freight or Passage apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS.  
 Telephone No. 34.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
 (SUBJECT TO ALTERATION).

FOR MANILA.....WEDNESDAY, June 19, at 3 p.m.  
 SHANGHAI.....FRIDAY, June 21, Daylight.  
 MANILA.....FRIDAY, June 23, at 3 p.m.  
 SANDAKAN.....SATURDAY, June 29, at Noon.  
 CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling  
 at Singapore and Penang.  
 Returning from Calcutta steamers proceed to Kobe and Moji, frequently  
 calling at Shanghai.  
 These steamers have excellent passenger accommodation, are fitted with  
 electric light and carry a fully qualified Surgeon. This line is temporarily  
 disorganized owing to the war. Particulars on application.  
 SHANGHAI LINE—Sailings approximately every five days between Canton  
 and Shanghai, sometimes calling at Swatow.  
 Steamers on this line have a limited amount of passenger accommodation  
 and through tickets can be obtained for Northern and Yangtze Ports via  
 Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.  
 MANILA LINE—A weekly service is maintained with Manila by vessels with  
 good passenger accommodation; sailings from both ports every Friday.  
 HAIPHONG LINE—Sailings approximately weekly for passengers and cargo,  
 calling at Hobe when convenient.  
 BORNEO LINE—One sailing per month between Hongkong and Sandakan by  
 a steamer having up-to-date accommodation for passengers.  
 Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan,  
 Tawau and Lahad Datu.  
 TIENTSIN LINE—A regular service is run from March to October between  
 Hongkong and Tientsin, calling at Weihaiwei and Chefoo.  
 Under Straits Government Passport Regulations. All European Passengers,  
 leaving the Colony for Straits Settlements, are required to produce on arrival at  
 destination passports with their Photographs and description affixed thereto.  
 For Freight or Passage, apply to—  
 JARDINE, MATHESON & Co., Ltd.,  
 General Managers.  
 Tel. No. 215.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI  
 AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and  
 are fitted with all modern conveniences and carry a duly qualified surgeon.  
 For Freight or Passage apply to  
 DAVID SASSOON & CO., LTD.,  
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TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.  
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BAGGAGE collected, forwarded and insured at lowest rates.  
 Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing  
 Sailings and Fares from the Far East to all parts of the World, will be  
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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can it be surpassed in all cases of nervous, impure, or impure blood. The blood from which comes all disease, is  
 so impure that it is not fit to be used in the human system. It is the cause of all diseases, and  
 the only way to get rid of it is by using Vetarzo Blood Medicine. It is a powerful  
 purifier of the blood, and it is the only medicine that can be used in all cases of  
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## TELEGRAMS.

(Continued from Page 1.)

## "PARLIAMENT OF MAN."

MR. G. BARNES ON A LEAGUE OF NATIONS.

## THE EXCLUSION OF GERMANY.

LONDON, June 16. Mr. George Barnes, who is a member of the War Cabinet, speaking at Dartford and referring to his proposed Conference with the Allies for the purpose of inaugurating a League of Nations, said the only way to obtain a lasting and just peace was through a League of Nations. Although an indispensable preliminary was the defeat of the German attempt to dominate Europe, a beginning should be made before the war ends. Otherwise, in the first flush of peace, the world would fall through sheer exhaustion, to make provision for the maintenance of peace. The League should bind all Powers to submit their disputes to a Tribunal, and should use an economic boycott; and, in the last resort, international force against any Power breaking the peace in future. The inclusion of Germany should later be insisted on.

Mr. Barnes advocated a reduction of armaments and the elimination of private profits in their manufacture and urged, as a practical proposal, an immediate Inter-Allied Conference with representatives of organised Democracy and also Government representatives to discuss the terms. The idea was an extended application of the principle at present binding the elements of the British Empire, and the agreement should be a common defensive Treaty for arbitration and the pooling of the resources of the Allies for the coming peace reconstruction.

He believed that if Germany was faced with such an accomplished fact, it would induce her to reconsider the position and stimulate the German people to throw off their taskmasters. He foreshadowed that this Supreme War Council would be an embryonic "Parliament of Man," as the Imperial War Cabinet will prove to be the germ of the representative authority which will yet manage the affairs of the Empire.

## AUSTRALIA AND THE WAR.

WILL NOT FALTER SAYS MR. HUGHES.

LONDON, June 16. Continuing the interview, the first portion of which was carried yesterday, the Rt. Hon. W. M. Hughes said Australia has paid and is still paying the price of liberty. She will not falter and is in the war to the end. "We have suffered in Australia, as elsewhere, from the effects of insidious German propaganda, which is being manifest as pacifism and otherwise. We have men whose hatred of England blinds them to all else, caring nothing for Australia or liberty, as long as they can strike a blow at the heart of England, but these men are in the minority.

As regards New Guinea and other islands in the vicinity, Mr. Hughes said it was essential that Australia should control them or that they be handed to a friendly civilised nation, as they stood in the same relation to Australia as Armenia to Paris or Calais to England. Although not wanting to extend its sphere of territorial authority, Australia determined that what she has she will hold and therefore stood committed to the policy of the Monroe Doctrine in the Pacific.

## AFFAIRS IN RUSSIA.

## CAUCASUS DIET DISSOLVED.

Moscow, June 2. In consequence of the Government crisis and the increasing energy of the Turkish offensive, the Caucasus Diet has decided itself dissolved and the Republic no longer in existence.

## GEORGIA DECLARED INDEPENDENT.

Moscow, June 2. Turkey has proclaimed the independence of Georgia.

## THE SILVER MARKET.

LONDON, June 16. The Silver Market is quiet.

## TURKISH OFFENSIVE NEAR BAKU.

Moscow, June 2. The Turks have launched a strong offensive near Lake Baku.

## DISSATISFIED PETROGRAD WORKERS.

## STRIKE THREATENED.

Moscow, June 2. A general assembly of factory and workshop delegates at Petrograd has ordered the workers to go on strike as a protest against the policy of the Soviet Government.

## THE GERMAN PERIL IN SOUTH AFRICA.

## LAND MINISTER'S WARNING.

CAPE TOWN, June 17. The Hon. Col. H. Mentz, Minister of Lands, said the Government appreciated the attitude of some of the labour leaders who had shown a sense of responsibility in the present anxious time; yet there were some who were trying to cause trouble by underhand work. Col. Mentz affirmed that Bolshevism was rife in Witwatersrand and played a greater part than the majority imagined. He warned his hearers, especially the loyal labourers, against its evil influences and said the day the extremists came into power, South Africa's sun would begin to set. The only alternative to a British connection was a German connection.

Proceeding, Col. Mentz said he challenged the strongest Republican to say he favoured German rule, yet the Republicans were driving in that direction. They said no Germans would ever take South Africa. (Laughter.) Of course, the Germans are too noble to take our gold mines if they had the chance. (Loud laughter.) The fact that some people were opposed to recruiting and some tried to restrain Ministers of religion burying an African who had fallen on the field of honour was all part of the German movement, started years ago. People should beware lest South Africa became a German colony. It was either the present union of the Constitution or slavery under German rule.

Col. Mentz appealed for the unlocking of the land for the benefit of returned soldiers.

## THE WEEKLY SILVER REPORT.

## SCARCITY OF SILVER ON CONTINENT.

LONDON, June 16. Messrs. Samuel, Montagu & Co., in their Weekly Silver Report, say:—The price is unchanged and the zone continues good, especially since Shanghai exchange has risen to a point closely approximating that at which silver purchases for China might become profitable.

The report that silver coin is being melted down in Holland for use industrially suggests a scarcity of silver on the Continent.

## EARLIER TELEGRAMS.

## THE GREAT BATTLE IN ITALY.

## INTENSE ARTILLERY FIGHTING.

## ENEMY'S PREPARATIONS ANTICIPATED.

LONDON, June 16. An Italian communiqué says:—A great battle has been in progress since Saturday. The enemy's masses of infantry began their expected offensive against the eastern sector of Asiago Plateau, the end of Brenta Valley and Mt. Grappa. They also attempted to force the Piave and carried out heavy local actions on the remainder of the front. Our own and the Allied barrage anticipated the enemy's preparation with a deadly counter-bombardment and our infantry sustained the onslaught in the advanced defensive area.

The enemy attacked most intensely on a 150 kilometres front, the initial rush occupying a few front line positions in the Monte di Valbella and Asiolo area, also the head of the Mt. Solarolo salient. Some of the enemy crossed the Piave in the Nervet and Fagare-mulle areas.

We energetically counter-attacked all along the front. We succeeded in holding the powerful pressure and regained a good portion of the positions which we temporarily yielded although isolated detachments, with great valour, continued to remain in some at all costs.

The violence of the struggle was undiminished during the night. We are firmly holding the front of Asiago Plateau and completely re-occupied the original positions on the Asiolo and Solarolo salients, pressing very closely the enemy which crossed the Piave.

## HOME POLICY DURING WAR.

COMMITTEE OF MINISTERS FOR EXAMINING LEGISLATIVE MEASURES.

## REPORT BY SUPREME COMMAND.

ROME, June 16. Signor Orlando informed the Senate and Chamber that the Supreme Command at sight in the evening of June 15, had reported as follows:—

The battle continues to be very violent. The enemy pressure remains equally strong at all points on the front of Asiago, mainly from Asiago Plateau to the sea. Our resistance has always been very strong and does not allow the enemy to pass the lines of the greatest resistance, and the battle still proceeds on the first line with fluctuations. We made numerous counter-attacks some of which were successful in re-establishing the original situation.

## AUSTRIAN OFFENSIVE NOT ALTOGETHER A SUCCESS.

LONDON, June 16. Reuter's correspondent with the British army in Italy, writing yesterday evening, says: The first day of the Austrian offensive cannot be said, from his point of view to have been altogether a success. On the British front, at any rate, he did not make much progress. It is true that, attacking along the railway from Asiago towards Casua, he succeeded temporarily in creating a small salient in our line and even took a battery of guns which have since re-captured. This short-lived success was only attained by an attack of a whole division in depth up a depression when they were invisible until the last moment. The net result of the day, as far as the British front is concerned, is that we lost our old line practically entirely and have taken 200 prisoners, while the French captured 180 prisoners.

## IN FRANCE. SUCCESSFUL OPERATION NORTH OF BETHUNE.

## NEW PHASE OF OPEN WARFARE.

LONDON, June 16. Reuter's correspondent at British Headquarters, writing on June 16, describing the successful operation north of Bethune on the night of June 14 mentioned in the communiqué says: The attack was pushed to a depth of 500 yards and materially increased the security of our line. It was extremely carefully rehearsed and was preceded by a brief bombardment. On the left the enemy, determined to resist and the Gordons and the Saxons, to whom the flank was entrusted, found their work cut out for them. In the darkness some of the enemy's machine-gun nests were overlooked and caused trouble before they were located and wiped out. Fighting proceeded throughout the night. A German gunner declared his whereabouts by opening fire and a cautious encircling of the new "nest" had to be begun. This clearing of ground in the dark initiated a new phase of open warfare. The prisoners taken belonged to the 18th Reserve Division which took part in the Battle of the Somme and in the recent fighting and suffered very heavy casualties. It was one of the first to enter Belgium and its records are stained with the crimes at Termonde and Louvain.

## LOCAL ACTIONS.

LONDON, June 16. A French communiqué says:—Local actions north-east of Bois de Genlis south of Dammar and in the region of Vinli enabled us to capture 70 prisoners and machine-guns. An enemy attempt to cross the Marne at its junction with the Oise failed under our fire.

## RUSSIAN AFFAIRS.

## ANTI-BOLSHEVIK LEADER DEAD.

LONDON, June 16. A message from Moscow, dated June 5, states that after being driven back from Penda the Czech-Slovaks advanced as far as Syzran and took possession of the great railway bridge across the Volga, which is the principal artery of the Trans-Siberian communications. Plekhanoff, the anti-Bolshevik leader, had died in Finland.

## JAPANESE RED CROSS MISSION.

## TOXIO, JUNE 16.

The Red Cross Mission to the Allies, headed by Prince Tokugawa, has left for America.

## BRITISH MISSION TO CHILE.

## EXCELLENT IMPRESSION.

## CREATED.

BUENOS AIRES, June 16. The visit of the British Mission under Sir Maurice de Bunsen, which is now proceeding to Chile, has made an excellent impression, destroying everywhere the effects of Germanophile propaganda.

## SAFE, SURE, ALWAYS CURES.

Do not suffer from cramp colic or pain in the stomach when Chem-Balm, Colic, Cholera, and Diarrhoea Remedy goes in the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by all Chemists and Druggists.

## HOME POLICY DURING WAR.

COMMITTEE OF MINISTERS FOR EXAMINING LEGISLATIVE MEASURES.

## REPORT BY SUPREME COMMAND.

ROME, June 15. The Daily Mail says a Committee of Ministers with Sir George Cave (Home Secretary) as Chairman will be appointed to examine the details of legislative measures affecting Home policy during the war. The Heads of the principal Government Departments will serve on the Committee, which will not have the title nor the functions of a cabinet, and will meet once a week. Its decisions will be submitted for approval to the War Cabinet.

A second Committee will be established to deal specially with economic and commercial questions. Sir Albert Stanley (President of the Board of Trade) will probably be the Chairman.

## TRADE COMMITTEES REPORT.

## RECOMMEND IMPOSITION OF SURTAX ON ENEMY PRODUCTS.

LONDON, June 14.

The Departmental Committee on the electrical trades has presented a report to Parliament. It says that startling evidences had been submitted showing the manner in which German or American control had been secured in existing companies in British dominions and recommends legislation on the subject. It is suggested that India and the Dominions take stock of the facilities for generating electricity whether from water-power, coal, oil or other resources of energy and should appreciate their growing importance to the Empire.

The Committee urges that electrical supply ought to be considered as a matter of imperial importance and the Empire's resources for this supply should not pass into alien hands. The Engineering Committee report recommends that all the Allies impose a surtax against products of present enemy countries subject to progressive diminution; and that for three years after the war, no conference arrangement be permitted between British shipowners and present enemies.

## EXCHANGE OF GERMAN COLONIAL PRISONERS.

AMSTERDAM, June 15.

In the Reichstag, replying to a question regarding the exchange of German colonial prisoners, Herr Krieger said it was a disgrace to keep prisoners in the tropics. A considerable number of such prisoners whose health had suffered were allowed after long negotiations to be repatriated or interned in a neutral country and a speedy return of Germans in Belgian hands in Africa was expected. Negotiations were now pending with Great Britain for the liberation of civilian prisoners, including colonial Germans both in Great Britain and overseas.

## DEPORTATION OF GERMANS FROM CHINA.

## GERMAN THREAT OF SEVEREST REPRISALS.

AMSTERDAM, June 15. A message from Berlin states that in the Reichstag, replying to a question regarding the deportation of Germans from China to Australia, Herr Krieger, on behalf of the Foreign Office, said the German Government had taken most emphatic steps against such a measure and threatened the severest reprisals. He said the Dutch Minister at Peking recently reported that the danger of the deportation of Germans was now removed.

## BRITISH LABOUR CONFERENCE.

AMSTERDAM, June 16.

A Vienna telegram states that before going to the British Labour Conference in England on June 25, the Dutch Socialist leader, M. Troelstra, has been invited by the Austrian and German Socialists to confer at The Hague, whither the Austro-German Socialist Delegates, Seitz and Ellenbogen, are accordingly proceeding.

## AUTOMOBILE CLUBS.

At the annual general meeting of the Singapore Automobile Club the Chairman pointed out that the membership of the Club was small in comparison with the number of car-owners privately in the Southern Settlement. The Automobile Club of Ceylon, in an endeavour to popularise the Club, and to increase its scope of usefulness, appointed a sub-committee to report, and its main findings are that the Club should employ a larger number of scouts, appoint Honorary Agents to superintend the work of these scouts and obtain new members, and to erect signboards and signposts at dangerous crossings and corners, etc. It has been found necessary to recommend the raising of the subscription from R10 to R30; but it is pointed out that if this is agreed to, and motorists support the Club, it will become a living entity and a powerful corporation supporting the rights of motorists. The Committee recognises, says a contemporary, that the present is an unfortunate time to recommend the raising of subscriptions, while with the petrol restrictions in progress motoring in its wider sense, for the time being, may be said to be dead in Ceylon.

## AMERICAN CABLES.

(NAVY COMMUNICATION CABLES TO MANILA.)

## LAUNCHINGS IN MAY.

WASHINGTON, June 9. The Shipping Board has announced that 71 vessels aggregating 344,450 tons were launched in May, which is at the rate of 1,133,400 tons a year. This is a new record for launchings and the same month made a new record for deliveries. Thirty nine steel ships aggregating 228,750 tons, and 22 wood ships, 115,700 tons, were launched being 36 more than in April. The total May tonnage is but 37,888 tons less than the total American launchings for the entire year of 1901, which held the record for America previous to the war.

## 15 VESSELS SUNK.

LONDON, June 9. German submarines have sunk a total of 15 vessels in American territorial waters. No transports were sunk.

## CONVOYS ASSIST COAST SHIPPING.

NEW YORK, June 10. Navy convoys are being organized for the protection of coastal shipping against German submarines supposed to be lurking in Atlantic waters.

## ANOTHER DOUBLE LAUNCHING OF DESTROYERS.

AN ATLANTIC PORT, June 10. Two destroyers were launched here to-day simultaneously. This is the second double launching of destroyers at this shipyard within a month.

## AMERICAN LIBERTY MOTORS SUCCESSFUL.

WASHINGTON, June 10.

Ambassador Earl Reading has received a London cable saying:— "The British Technical News" reports that the new American Liberty Motors have not been subjected to sufficient air experiment to warrant confidence. The excellent results have placed the engine in the first line of high-powered engines. The United States should develop production with every confidence. The United States factories where the Liberty Motors are being made are already attaining quantity production.

## ANOTHER GERMAN CAMOUFLAGE.

## KAISER'S YACHT CUP DEGRADATIVE.

NEW YORK, June 10. The famous "Kaiser's Cup" given by the Kaiser at a dinner in 1908 in honour of the Americans who won the Ocean Yacht Race, has proved to be poorer with a plating of gold, instead of solid gold as it was supposed to be. Its actual value is \$40, but it has been repeatedly auctioned, adding \$125,000 to the Red Cross funds.

## BIG BATCH OF STONE SHIPS.

WASHINGTON, June 10.

The United States Shipping Board states that concrete ship construction will be adopted by five branches of the Government. The efficiency of this type of ship is considered as proved. Ships of 288,500 tons net cargo capacity have been decided upon as the first big order in "concreters."

The statement says, "the only limit to production of this type of ships will be that of the machinery and equipment available." A Pacific Port, June 10. The United States Shipping Board has officially designated a site offered at this city for the construction of the first \$10,000,000 concrete shipyard, this being one out of the five Congress has authorized. Two cities joined in the virtual gift of a large tract for the site. Surveys started to-day. The pouring of the first ship is expected to begin within 30 days. There will be 12 ways at first and 20 when the plant as a whole shall be completed, employing a force of 5,000 men.

## 40 MORE CONCRETE SHIPS.

WASHINGTON, June 12.

The United States Shipping Board has arranged for the immediate construction of 40 concrete ships of 7,500 tons each. The work is to be done at five Government yards, each of which gets eight concrete ships to build. One Pacific yard is already operating. One Atlantic yard is near completion. The work on three others is being rushed.

## \$1,761,710,000 FOR MERCHANT MARINE.

WASHINGTON, June 12.

The Appropriations Committee of the House of Representatives has recommended a Bill providing \$1,761,710,000 for a United States Merchant Marine. More than \$1,000,000,000 additional will be made available from the Government's operation of merchant ships. The Bill provides \$1,438,462,000 for building ships in the United States; \$26,000,000 for building ships abroad; \$27,000,000 for establishing yards; and \$20,000,000 for operating ships previously acquired.

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## HONGKONG ST. GEORGE'S DAY DRAWING OF WAR BONDS.

THE DRAWING will take place in the THEATRE ROYAL, CITY HALL, on FRIDAY, 21st June, at 4 p.m.

100,000 tickets have been issued, 96,000 have been sold (for division of prizes see separate advertisement).

The following numbers have not been sold:—10950/11899, 11120/11139, 50820/50959, 85757/85899, 96443/99999.

In the event of any of these unsold tickets being drawn against any prize, the number of the ticket will be treated as void, and another number will be drawn immediately.

No ticket having drawn a prize will be eligible to draw another prize. If any ticket number comes out twice, it will be treated the second time as void and another number will be drawn immediately.

Admission free to the Theatre. The stage will be reserved for the Officials conducting the drawing.

BY ORDER OF THE COMMITTEE, HONGKONG, 18th June, 1918.

## HONGKONG ST. GEORGE'S DAY DRAWING OF WAR BONDS.

NOTICE IS HEREBY GIVEN that out of 100,000 tickets issued, 96,000 have been sold.

The resulting amount will be dealt with as follows:—

96,000 tickets at \$5 each	\$ 480,000
Less estimated expenses	10,000
Total for distribution	\$ 470,000
25% is given to War Charities	117,500
Leaving for distribution in prizes	\$ 352,500

The Prizes will be as follows:—

Prize No.	Amount	Total
1	\$176,250	\$176,250
2	52,875	52,875
3	35,250	35,250
4-5	10,000	20,000
6-7	7,500	15,000
8-9	5,000	10,000
10-11	2,500	5,000
12-16	2,000	10,000
17-22	1,000	6,000
23-31	700	6,300
32-43	400	4,800
44-57	300	4,200
58-80	200	4,600
81-102	100	2,200
103	25	25
103 prizes totalling		\$ 352,500

Winning tickets should be presented at the Hongkong & Shanghai Banking Corporation, Hongkong, during business hours.

BY ORDER OF THE COMMITTEE, HONGKONG, 18th June, 1918.



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Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
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## ECONOMIC RETALIATION.

The broadest possible hints are given by the German Press to make use of the one weapon we possess whereby we can if we choose strangle the Central Powers to death. It is, of course, true that the German papers do not in so many words tell us what to do, but they do recognize the possibility and show themselves desperately afraid of its employment. This weapon is Economic Retaliation, and the mere mention of the name is enough to make every German paper shiver with fright. The more far-sighted German editors are now frankly admitting that it is utterly out of the question to inflict an absolute defeat upon America and England. These two countries, they allow, will not and need not accept what they are pleased to call a "victory price." That remarkably outspoken paper, the Vienna "Arbeiter Zeitung," commenting on the Western drive, makes no bones about saying that the game is up and that the Central Powers might just as well make peace on the best terms they can get. It remarks:

"Do not be deceived. Germany's victories will never force the Entente to accept a peace of violence. If the Germans could take Calais and Paris, and even force France and Italy to capitulate, then there would remain the English, safe in their island, and America, protected by the ocean."

"They can always continue the war by sea, and the greatest victory on land cannot impose a peace of force on America and England."

The "Arbeiter Zeitung" recognizes quite clearly that "the war by sea" means a war of Economic Retaliation, because, as it says, America and England between them control the world's supply of the raw materials most vital to the economic expansion of the Central Empires. Not only so, but the harbours and coaling stations of the world are for all intents and purposes controlled by these two great Powers. While the "Arbeiter Zeitung" might perhaps be discounted as being a Socialist paper, we find a solid old conservative "Austrian Voice" as the Berliner call the "Vossische Zeitung"—casually admitting the same thing.

Captain Tegethoff, the well-known naval expert, thus writes in Austri's columns: "England has closed the gates of the North Sea. From bases dominating all the sea-routes, her cruisers sweep the seas free of enemy ships. Invisible, secure against sudden invasion, and yet ready at any moment to strike a blow with overwhelming superiority, the English High Sea Fleet is waiting in their ports. Under their protection, England's sea trade follows the old profitable roads."

"If England's Allies collapsed militarily and economically, England could continue the war as a pure naval war with almost the whole tonnage of the world at her disposal. If she were to succeed at the conclusion of peace in forcing or persuading the Central Powers to limit their naval armaments, England's position of predominance in Europe would be as secure in the future as in the past. The economic harvest of the war could then be gathered in without interference. That was the situation which forced us to take up the decisive struggle against British sea-power."

"At the moment we could not produce a decision by throwing in our highest forces. Even after a successful battle, our fleet, without any base, could neither blockade England nor keep the ocean open for our own sea-trade."

That is a pretty significant admission, but a greater authority has yet to testify. Dear old Grand Admiral von Tirpitz gets pathetically laconic whenever he contemplates the frightful vision of Economic

## RETALIATION.

At a recent meeting in Hamburg he took the bull by the horns and frankly admitted this possibility, providing to point his gloomy picture of Germany's future were such a step taken by the Allies. According to the "Hamburger Nachrichten," he said:

"Without the existence of that vicious industry which, after Germany was isolated, we converted mainly into a war industry, we should long ago have lost this war. This kind of war industry must shrink, however, when peace comes, while at the same time millions of our fellow countrymen will stream back into Germany from the trenches without finding sufficient work here, or, in any case, wages corresponding to the enormously increased cost of living. Imagine if we simultaneously had to bear the burden of taxation which must fall on every German, even the poor—for the greater exaction from property would not be sufficient even remotely to meet it; and further if in spite of the fallen value of the German mark we must still buy the most necessary raw materials and food supplies from abroad, notwithstanding all the political and other hindrances which the situation would produce for all. Can any one in his heart of hearts really believe that under these circumstances, without an increase of power, without an indemnity, without security, we could avoid Germany's ruin?"

That organ of German high finance, the "Frankfurter Zeitung," is wide awake to the danger, and urges that action be taken now to avoid, or at least mitigate, Economic Retaliation "when it comes." It says:

"Nobody knows how and when the war will end. No one can say to-day what quantities of raw materials will be at our disposal in the world after the war, and consequently no one can make decisions as to the distribution of raw materials that may be imported. No human eye can see clearly whether after the war we shall be mainly dependent upon our own productions, and the purchasing possibilities of the world market remain unaffordable. Because we do not yet know in what circumstances we shall be able to begin the peace, a definite programme cannot yet be drawn up. Our intention is only to carry the foundation of organization so far that when peace comes the practical work can begin with the taking of the fullest advantage of the conditions that then exist."

In the opinion of leading personages, the actual imports will have to remain subject to a certain control immediately after the conclusion of peace. As regards raw materials, our aim will be to make ourselves more independent than we were before of foreign countries. It is assumed that our own home production of fibres will provide a substitute for a considerable part of the cotton imports, and in copper, we have been able to a large extent to make ourselves independent of foreign countries by our splendid technical achievements. "Literary Digest."

Japan's Emperor has decorated 185 French officers for gallantry and their assistance to Japanese officers when visiting the French armies.

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## LESSONS IN CHINESE.

MR. L. H. HOON, a Chinese graduate, has been a teacher to European students and has been a member of the Chinese Language Association. He has a good knowledge of the Chinese language and is a native speaker of English. He has a good knowledge of the Chinese language and is a native speaker of English.

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"ECUADOR," "VENEZUELA" and "COLOMBIA,"  
14,000 Tons each.

HONGKONG TO SAN FRANCISCO,  
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The most Comfortable Route to America and Europe.

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BANKING CORPORATION.

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RESERVE FUNDS ... \$15,000,000  
Sterling ... \$15,000,000  
Silver ... \$15,000,000

RESERVE LIABILITY OF PROPRIETORS ... \$15,000,000

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HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the daily balance.

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For 3 months 3 1/2 per cent. per annum.  
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N. J. STARR, Chief Manager.  
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## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balance at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.  
N. J. STARR, Chief Manager.  
Hongkong, May 14, 1918.

THE CHARTERED BANK OF  
INDIA, AUSTRALIA & CHINA

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE, LONDON.

PAID-UP CAPITAL ... £1,500,000  
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FOREIGN EXCHANGE and General Banking business transacted.

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Reserve Fund ... £500,000

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